

1.0 SUMMARY OF SUPPLEMENTAL ENVIRONMENTAL IMPACTS AND MITIGATIONS

Table 1.1 below summarizes the environmental impacts and mitigations which are discussed in detail in the remainder of this Supplemental Draft Environmental Impact Report.

Supp. Impact	Topic/Supplemental Impact	Supplemental Mitigation Measure	Net Supplemental Impact After Mitigation
UTL-1	Water supply. The proposed project would require additional sources of domestic water not presently anticipated in the City's Water Master Plan.	SM-UTL-1. The project developer shall purchase additional water supplies to support the proposed development, including costs of capacity and storage needs above Water Master Plan capacities, as determined by the City.	Less than significant
UTL-2	Wastewater treatment and sewage pumping capacity. The proposed project could exceed wastewater treatment capacity not presently anticipated in the City's Water Master Plan and exceed the pumping capacity of the City's Main sewer pump station.	SM-UTL-2. The developer shall purchase adequate public system wastewater treatment capacity to serve the proposed project, as well as fair share fees to replace or upgrade the Main sewer pump station, as determined by the City. The project developer shall provide the City of Milpitas with documentary evidence that adequate facilities for wastewater treatment and collection are available to serve the project prior to planning permit approval.	Less than significant

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PARK-1	<u>Provision of public parks.</u> The proposed project should provide approximately 3.62 acres of public parkland based on the standard of 3.5 acres of parks per 1,000 residents established in the Midtown Specific Plan, which would be reduced based on credit for on-site facilities as allowed by the City of Milpitas Parks Department.	<u>SM-PARK-1.</u> The project developer shall pay park dedication in-lieu fees to the City of Milpitas for the required on-site dedication of public parks.	Less than significant
TRA-1	<u>Future roadway segment impacts.</u> In the year 2030, traffic generated by the proposed project along with other buildout traffic, would cause the roadway segments of Montague Expressway between South Main Street and I-880 (westbound) and South Main Street between Montague Expressway and South Abel Street (northbound and southbound) to exceed traffic thresholds of significance during the AM peak hour. This impact would include segments of Montague Expressway between McCarthy Boulevard and I-880 (eastbound) and South Main Street between South Abel Street to Montague Expressway (northbound and southbound) in the PM peak.	<u>SM-TRA-1.</u> The proposed project shall to pay a “fair share” fee toward the Montague Expressway Widening project for the roadway segment impacted along Montague Expressway and a “fair share” fee toward the Midtown Specific Plan for the South Main Street roadway segment.	Significant and Unavoidable

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AIR-1	Building demolition. Demolition of existing structures on the site would generate fugitive particulate matter emissions that would temporarily affect local air quality	<p>SM-AIR-1. The following dust control measures shall be included on demolition plans and specifications by contractors during demolition of existing structures:</p> <ul style="list-style-type: none"> a) Watering should be used to control dust generation during demolition of structures and break-up of pavement. b) Cover all trucks hauling demolition debris from the site. c) Use dust-proof chutes to load debris into trucks whenever feasible. Watering should be used to control dust generation during transport and handling of recycled materials. 	Less-than-Significant

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AIR-2	<p>Regional air emissions. The project would result in a small increase in the regional emissions associated with development of the Midtown Specific Plan. The increase in emissions would be less than the BAAQMD significance thresholds, but the impacts of the Midtown EIR would be significant and unavoidable.</p>	<p>SM-AIR-2. The BAAQMD has identified mitigation measures for reducing vehicle emissions from residential projects. Measures to assist in reducing vehicle and other emissions include:</p> <ul style="list-style-type: none"> a) Consider providing a satellite telecommuting center within or near the proposed development. b) Provide secure and conveniently placed bicycle parking and storage facilities. c) Allow only natural gas fireplaces. d) Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development. e) Utilize reflective (or high albedo) and emissive roofs and light colored construction materials to increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand. 	<p>Significant and Unavoidable</p>

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		f) Provide physical improvements, such as sidewalk improvements (if needed), landscaping and bicycle parking that would act as incentives for pedestrian and bicycle modes of travel.	
AIR-3	Cumulative air emissions. The project would result in a small increase in the regional emissions associated with development of the Midtown Specific Plan. The increase in emissions would be less than the BAAQMD significance thresholds, but the cumulative impacts of the Midtown Specific Plan would be significant and unavoidable.	See SM-AIR-2	Significant and Unavoidable

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NOISE-1	Construction noise impacts. Activities required to demolish existing improvements on the project site and construct townhouses and condominiums would result in significant noise generation for adjacent sensitive receptors.	<p>SM-NOISE-1. To reduce daytime noise impacts due to construction, the project sponsor shall require construction contractors to implement the following measures:</p> <ul style="list-style-type: none"> a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible). b) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible. c) Monitor the effectiveness of any noise attenuation measures by taking noise measurements to the extent there are persistent and on-going complaints. 	Less-than-Significant

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		<p>Prior to the issuance of building permit, along with the submission of construction documents, the project sponsor shall submit to the City Building Department a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:</p> <ul style="list-style-type: none"> d) A plan for posting signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem; e) A listing of telephone numbers (during regular construction hours and off-hours); f) The designation of an on-site construction complaint manager for the project; 	

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		<p>g) Notification of neighbors at least 30 days in advance of pile-driving and/or other extreme noise-generating activities about the estimated duration of the activity; and</p> <p>h) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise mitigation and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.</p>	

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NOISE-2	<p>Land use compatibility impacts. Many of the buildings in the proposed Estrella complex would be exposed to exterior noise levels of between 60 and 75 DNL dBA. Two of the proposed buildings would be exposed to an exterior noise level greater than 75 DNL dBA. Balconies on the townhome and podium buildings fronting on South Main Street, as well as other balconies in buildings along Montague Expressway may also be exposed to noise levels greater than acceptable (DNL of 65 dBA) under the Noise Element. Excessive noise may also result if air conditioning equipment is placed on balconies</p>	<p>SM-NOISE-2. The following shall be incorporated into construction plans and specifications to ensure that City and State noise exposure levels are met:</p> <ul style="list-style-type: none"> a) Sound rated windows and mechanical ventilation systems shall be required for residences that exceed City and State noise levels. b) For small balconies and decks in buildings near the adjacent roadways, solid balcony railings or partial enclosures may be needed to meet acceptable levels if the outdoor standard is applied to these areas. In some dwellings that are close to adjacent roadways, decks may need to be enclosed or solid railings of up to seven feet in height may need to be installed to meet the standard. If acceptable noise levels cannot be met, balconies shall be removed. 	Less-than-Significant

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		<p>c) Air conditioning equipment shall be placed in side yards of dwellings and shielded so as not to exceed a DNL of 65 dBA or otherwise increase the L_{dn} by more than 3 dBA, whichever is more restrictive.</p> <p>d) A follow-up acoustical analysis shall be prepared during the architectural design phase and submitted to the City of Milpitas Building Division demonstrating show how the City exterior and interior standards are met.</p>	
NOISE-3	<p>Stationary noise impacts. Noise generated by exterior equipment, including pool equipment, would be audible to properties off of the project site</p>	<p>SM-NOISE-3. Mechanical equipment associated with the pool shall be designed so as to not exceed a DNL of 58 dBA at the adjacent property line. This would limit any increase in the DNL to less than 3 dBA and be consistent with the City standard. Specific measures to limit stationary sources could include muffling equipment, selecting low noise generating equipment and shielding significant noise sources.</p>	Less-than-Significant

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		<p>In addition, air-conditioners shall be designed so as to not exceed a DNL of 65 dBA or increase existing ambient noise levels by more than 3 dBA at adjacent units. This may require that air-conditioners not be allowed on certain balconies. Possible solutions include selection of quiet air-conditioners, placement of air conditioning units on the roof of buildings or placement of the air conditioners at ground level next to buildings. In some cases air conditioning units may need to have acoustical screening (e.g. noise barriers) to allow the units to operate and not significantly increase ambient noise levels.</p>	